

**Date | Time:** April 2, 2008  
**Chair:** Sean Ardussi  
**Recorder:** Evan Brown  
**Location:** Seattle City Hall, L280

**Distribution:**

**MEMBERS PRESENT**

- Sean Ardussi
- Brian Lee
- Rodney Rutherford
- John Beaulaurier
- Jeff Frkonja
- Deborah Kuznitz
- Ryan Dean
- Brian Dougherty
- Naomi Wilson
- Dongho Chang
- Evan Brown

**OTHER GUESTS**

- Monica DeWald, SDOT
- Pete Lagerwey, SDOT
- Ethan Melone, SDOT
- David Graves, Seattle Parks
- Howard Wu, SPAB
- Doug Nellis, Guest
- Kevin Septor, Guest
- Shaun Darragh, Guest
- Michael Snyder, Guest
- Alaina Szlachta, Guest
- Stacie Bain, Guest
- Lindsay Page, Guest
- Blake Trask, Guest
- Greg Palmer, Guest

**WELCOME & INTRODUCTIONS**

- Sean calls to order at 6:08p

**APPROVAL OF MINUTES**

- Motion to approve by Ryan, Naomi seconds
  - Minutes approved

**INFORMATION & NEWS**

- Ethan Melone, Streetcar Network Vision –

- Work on way planning future streetcar extensions
  - Analysis must be in to Council before May
- Potential corridors
  - First Hill/Capitol Hill/ID, Central District/ID, Rainier/First Hill, UW/Eastlake, Fremont/Ballard, etc.
- Vision: provide new urban mobility options
- Tasked with determining the most promising of the potential routes
- Characteristics of successful streetcar lines
  - Server existing and emerging “main streets” or neighborhood business districts
  - Server areas with multiple trip purposes and amenities
  - Enhance the pedestrian environment
  - Share street space successfully with bikes
  - Minimize utility conflicts and traffic disruption
- Options to share street space successfully with bikes
  - Left hand track alignments/center platforms
  - Right lane track alignment with adjacent bike lane (and curb-cut for bike lane around shelter)
  - Bike facilities on parallel streets (completed prior to new streetcar lines)
- Q&A
  - Rodney: parallel facilities don’t work well when line is on destination street
  - Sean: other criteria?
    - Ethan Melone:
      - Operating efficiency (e.g. competitive travel time)
      - Total cost (is bus server reallocation possible?)
      - Development capacity in potential areas
  - Guest: Why were none of the criteria met in SLU?
    - Ethan Melone: Track placement in right-hand lane on Westlake was done to preserve on-street parking
  - Guest: Why not place track in center lane?
    - Ethan Melone: Westlake isn’t wide enough to accommodate pedestrian platform
  - Guest: It seems that track running down Eastlake would present same problems as Westlake
    - Ethan Melone: Middle turn lane presents different options
  - Jeff: Has Seattle looked into what other cities are doing with branded hybrid buses as opposed to Streetcars?
    - Ethan Melone: Metro’s rapid-ride program will incorporate some of those elements.
      - Streetcar service concept is a bundle of services, that has to do with
        - Vehicle technology (i.e. rapid load/unload, ride quality)
        - Routing
  - Naomi: what is meant by financial incentives/property values?
    - Ethan Melone: The potential to use a local improvement district as a funding method.
  - Sean: Westlake line didn’t seem to address cyclist needs at all
    - Would like to see more concrete detail on how bicyclists will be accommodated by future services. How can SBAB be involved in establishing accommodation?
      - Ethan: Report is due to Council on May 1, but analysis isn’t complete.

- Sean: How can we participate after May 1?
    - Ethan: SDOT can return
  - Dongho: SBAB *was* involved with Westlake during design phase and provided very constructive concern, and was very disappointed that none if it was considered in implementation. Fearful that same may happen with future expansion.
  - Naomi: Grace assured SBAB at last meeting that process would allow input
    - Ethan: Dongho became involved on last project at 90% engineering completion. Engineering planning hasn't begun on current expansion, so input/feedback can be used.
- Peter Lagerwey
  - Pro Walk/Pro Bike in Seattle at Westin, starting on after Labor Day Tuesday through 2pm Friday
  - Pete spoke with Gary McFadden about SBAB meeting with some people from conference at regularly scheduled meeting
    - Proposed to have next meeting at Westin during conference
    - Possible to break meeting into 1 hour to have guided discussion, then have 1 hour regular meeting, or have all 2 hours committed to special discussion
      - Group agrees to idea of having meeting at Westin
  - Pete attended Queen Anne Community Council meeting last week
    - Queen Ave from Roy to top and down other side is on list of streets to have bike facilities (lanes and sharrows) installed this year
      - QACC upset with idea, and think it's too steep to justify bike facilities
    - Proposing that, when a resistant neighborhood is encountered, it could be skipped
    - Deborah: How did council hear about plan? And, was it just a few loud people speaking out, or the whole council?
      - Pete contacted neighborhood group because he anticipated a potential problem
        - Anticipates a lot of support from cyclists in neighborhood if it were to become an issue
- David Graves – Seattle Parks Department
  - South Lake Union Trail
    - 6.2-mile multi-use trail
    - Connects parks, regional trail system and waterfront street ends
    - Parks Foundation partnership
    - \$1 million in city funding in 2008
    - Big projects
      - Fremont bridge approach – trailers going away and being repaved
      - BGT to University Bridge being improved for bikes
    - Being developed as “ped trail where bikes are allowed”
      - Doesn't meet many ASHTO standards
    - Jeff: diversions and hills near Fairview stretch make it very unfriendly to bikes
      - David: Trail does not substitute for Eastlake as an important cycling corridor
    - Rodney: Possible to use pontoons to create floating bike bridge (like Portland Esplanade)
      - David: expensive and complicated (land/water-use rights)
    - 2008 Work Plan
      - Signage, pavement/marketing improvements, construct Westlake/Peace Park links, complete History Trail graphics, complete master plan
      - Jena: 40<sup>th</sup> St access to University Bridge is on plan to receive bike lanes/sharrows
    - Master Plan

- A lot of work on the Fairview stretch of the SLU Trail
- Public process, 2 large public meetings, and workshop associated with plan
- Consultant will work on draft master plan after first (early summer) public meeting
- Consultant: MacLeod Reckord
- Looking to put together ad-hoc advisory group
  - Composed of one person from Eastlake, Wallingford, Fremont, SLU, marine businesses, flooding homes community SBAB, SPAB.
- Trail naming under way
- Trail signage
  - Using blade signs similar to those on Freeway Park
- Next steps
  - First advisory group to convene sometime in April
  - June 30: Signage in place
  - Aug 29: Initial new trail segments in place
- Brian D: How does signage integrate?
  - Jena: Using ped-oriented signs because it's a ped-first trail with slow bikes allowed
- Naomi: Is University considered as stakeholder?
  - David: No.
  - Jena: Signs will have routing to the University District
- Jeff: West Seattle had success with wayfinding trails on Delridge
  - Jena: Same group is working on large project to provide wayfinding for all of West Seattle, and would use consolidated system proposed for use on the SLU Trail
- Guest: Seems like trail would work best as clockwise system?
  - David: Correct.
- Guest: Is there potential to expand the trail to make it more commuter friendly?
  - David: Trail isn't commuter oriented, but phase two will consider recommendations
- Sean: Can David be contacted with questions where bicycle interests and parks intersect?

## UPDATES & MILESTONES

- Garfield Highschool bike parking – Rodney
  - Parent requested members of SBAB to write letters requesting that quality of long-term parking be clarified to designate some percentage to include coverage.
  - Pete Lagerwey clarification
    - In new BMP, bike parking has:
      - Newly revised and adopted requirements for bike parking
      - Recommended changes
    - Most changes have probably been recommended in bike plan
    - Any request for changes should go through DPD
    - *Covered bike parking required if there is covered car parking*
  - Sean: who should we contact with questions about schools?
    - Pete:
      - Voluntary policy on part of school district would allow them to go above and beyond DPD requirements and provide covered parking even where it wasn't required.

- Monica: plans for Garfield had gone into effect before new guidelines were instituted
- Naomi: Could a policy be implemented to extend a project's implementation for some specified amount of time?
- Brian D: What are the main complaints?
  - Pete: Two people were completely anti-bike
- Brian D: Is there an opportunity to put sharrows on the downhill side?
  - Pete: It is possible, but there is concern that it encourages wrong-way riding
- Rodney: If there is an opportunity for an agreeable/reasonable alternative, it should be acceptable. Otherwise, the originally planned facility should be pursued.
- Deborah: What is the most popular route to get to top?
  - Pete: Taylor
- Brian L: Why didn't Taylor make it on BMP
  - Pete: It did, but Queen Ave ranked higher
- Naomi: Can substitution be made:
  - Peter: Wants to avoid that because it might set bad precedent
- SBAB Communication Standards – Sean Ardussi
  - Draft proposed and input requested
  - Independent communication
    - Remember that, as a member, you represent SBAB
  - 'Media Standards' have never been set
    - Could potentially decide on a spokesperson
  - Naomi: Printed materials need to go through SDOT communications
  - Howard: SPAB assigned one person to handle media communications
  - Rodney: Two classes of media standards
    - "I'm a member of the SBAB"
    - "This is the position of SBAB."
  - Jeff: Spirit of proposal is to communicate to others the way you wish to be communicated to
    - Don't marginalize your self or your issue
  - Ryan: Do we passively agree to proposal, or should we actively require members to sign agreement?
    - Brian D: Continue with current approach for a few more months, and pursue a 'signed acknowledgement form' only if necessary
  - Naomi: Would like to have ability to contact previous members
    - Rodney: A work log and alumni list would be beneficial
  - Brian L: SPAB allows alums to stay on e-mail list
  - Brian L: "Media Conduct" should be clarified to include meetings and public events.
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## REPORTING & VOTING

- Outreach Committee
  - SBAB recruitment documents
    - Trying to engage wide audience with print media
  - Monica will bring document to Michael Gilmore, SDOT, and the Council
    - Council will appreciate outreach efforts
  - Brian D: Sent e-mail to KCDOT Roads searching for liaison
    - Trying to get on agenda for May meeting
    - Rodney: Would also be good to have KC Metro/Transit rep

- Also, is he connected with KC bike map project?
- Policy Committee
  - Bridging the Gap
    - Dongho
      - Next meeting April 15 6:30-9:00, Youngstown Cultural Arts Center, 4408 Delridge Way SW
      - High traffic corridor discussion
        - Cascade and BAW in attendance
        - Proposed greater # facilities
  - Jeff: Plan Review Proposal
    - Pursuing process by which board can more proactively pursue project information it is interested in
  - Changes on 2<sup>nd</sup> and 4<sup>th</sup> Avenues
    - Jeff: 2<sup>nd</sup> to be repaved in 2009, 4<sup>th</sup> in 2010
      - SDOT wants to upgrade bike lane on 2<sup>nd</sup> with green lanes through intersections
      - On 4<sup>th</sup>, add bike lanes from Yesler northbound on 4<sup>th</sup>, change to sharrows on downhill, with green lanes on bike lane portions.
      - City wants to know if use of green “conflict” lane is effective
      - Idea of “Green Lane” is to place in high-conflict areas

#### MEETING ADJOURNMENT

- Meeting adjourned at 8:14p